20: Hart E-5 (1951) 1954 OA1 Philippines
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Transportation

Inadequate transportation facilities are one of the major problems of the Philippines.[45] The Bell Report states: "Present road transportation, and especially bridges, are inadequate. Existing roads are not properly maintained."[46] In June 30, 1951, there were only 17,334 miles of first, second and third class national, provincial and city roads in the Philippines.[47] In 1949, there were 16,883 miles of all classes of roads in the Philippines. While nearly 500 miles of new roads have been built within the last 18 months, the need for more and better roads is still pressing. PHIBRA (Philippine Better Roads Association) has an apt motto: "Better Roads Mean Better Living." A brief summary of Negros' transportation facilities gives one a better understanding of the relative isolation of Caticugan and why certain changes have occurred in their way of life in recent decades.

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[45] Spencer, op. cit., p.79.

[46] The Bell Report, U. S. Economic Survey Mission's Report. Manila, Philippine Book Company, 1951, p.76.

[47] P. J. Dayrit, "For Better Roads," The Manila Times and Daily Mirror 3rd Annual Report on Agriculture and Industrial Progress. Manila (October, 1952), p.61.

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Of the Visayan islands, southeastern Panay and northwestern Negros probably have the best developed road system; both areas have large plains devoted mainly to sugar cane.[48] Before the last war Negros Occidental was classified as one of the few provinces in the Philippines with a well-established transportation system. The Bacolod-Linaon National Road is 88 miles long with concrete paving as far south as Hinigaran.[49] The transportation facilities of Negros Oriental are inferior to those of its sister province. The major highway is the National Road which hugs the coastline of the province from its northern boundary to Tolong. (See Plate XI.)1

Except for the northward extension of the National Road, the only other connection linking Negros Occidental and Negros Oriental is the Valleshermoso-La Castellana road which passes through Canlaon municipality. This road was officially opened in 1939. Future roads are planned between Tolong and Bais, Tolong and Kabankalan, and Kabankalan and Bais. These roads were proposed in the early 1930's but little has been accomplished. When

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[48] Hainsworth and Moyer, op. cit., pp. 7, 26-7.

[49] Alicante and others, op. cit., p.12.

1 [See p. 73, cat 491 -- Analyst]

20: H— E-5 (1951) 1954 OA1 Philippines
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Plate XI

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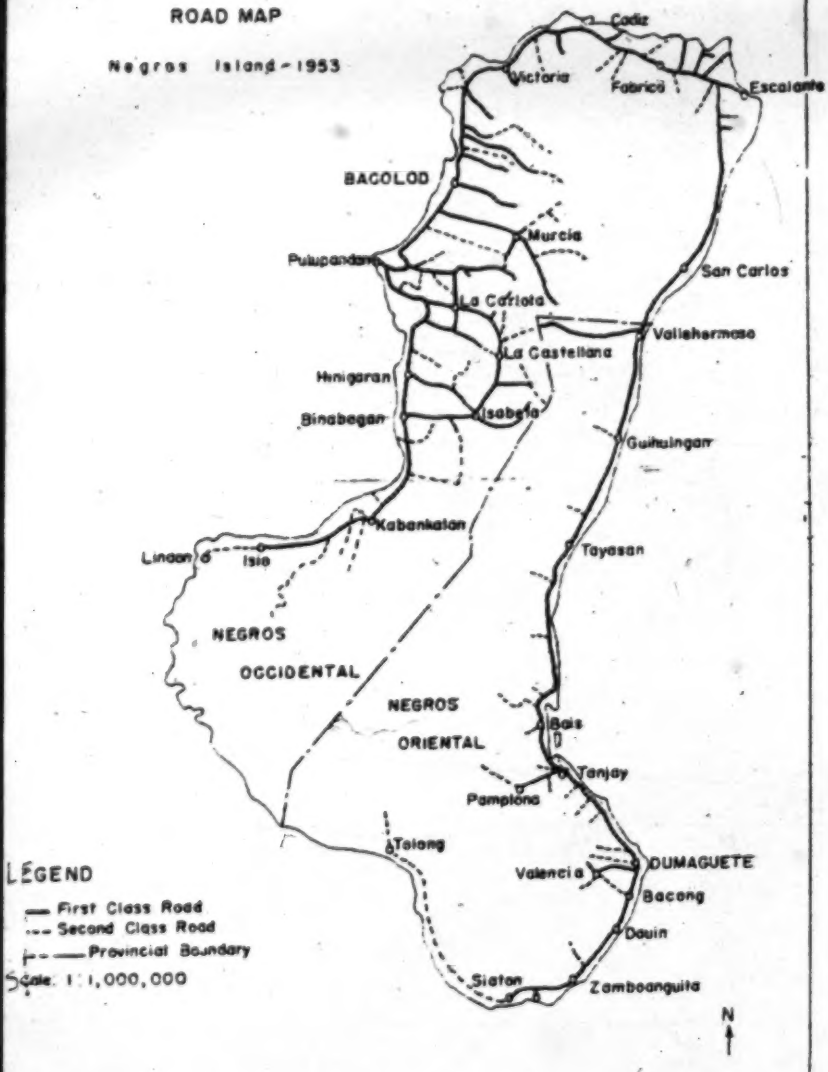

Source: 1960 Road map & Prov. Eng. Offices (1958)

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these highways are completed, new areas of land now almost inaccessible will be available for agriculture.[50]

In 1951 there were almost 264 miles (553.7 kilometers) of all classes of national and provincial roads in Negros Oriental. Siquijor subprovince had 80 miles (129.7 kilometers) of roads. About 66 per cent of Negros Oriental's roads (excluding Siquijor) are first class highways.[51] The roads are maintained by the caminero system.

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[50]Whether this land will be available to the small farmer when it becomes accessible is questionable. Already large blocks of undeveloped land in these areas have been purchased by wealthy individuals in both Negros and Cebu. Another difficulty in the construction of new roads is reflected in the following excerpt of a situation which is not unique to Negros Oriental. "In Dumaguete City several months ago, we were also informed of a glaring case of abuse of public works funds. Our informant stated: 'We have a congressman in this province who had a road constructed out of public works money. There is absolutely nothing wrong with building a highway. But what shocks us in this case is that the road leads to his hacienda!'" Leon O. Ty, "The Liberals Lost a Weapon," Philippines Free Press, XLIII, No. 30, (July 26, 1952), p.5.

[51]"Semi-Annual Report of Road Diagram and Bridge List Revised as of December 31, 1951," District Engineer's Office, Dumaguete, Negros Oriental, Philippines, n.d. Ozalid report. First class roads, normally surfaced with concrete, asphalt, macadam, or gravel, are well-graded, drained, and constantly maintained. These roads are passable at all times except during typhoon periods. Second class roads are fairly graded, partially or naturally surfaced, and intermittently maintained. While bridges and culverts are usually complete, there are temporary structures. These roads are continually passable during the dry season but more or less impassable during the rainy season. Third class roads are usually narrow, poorly graded, and generally impassable during the rainy season. Domingo Guanio, Bureau of Public Works Manual. Manila, Bureau of Printing, 1935, p.153. While this is the official classification, road maps are often inaccurate for some second class roads in Negros Oriental are as adequate as first class roads.

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> The caminero system still is used for maintenance [of roads in the Philippines], by which one workman has permanent charge of a small section of highway. Weed cutting, ditch and culvert cleaning, surface patching, and other duties--all are done by the individual caminero after the main construction and surfacing of the road have been completed. The surfacing especially suffers from caminero care because of inadequate tools and improper methods.[52]

The earliest map of southern Negros (1899) that I located indicating roads, showed a camino carreteros (cart road) from Dumaguete to Zamboanguita with an extension to an unnamed location east of Bonbonon Bay. A sendero (path) connected Zamboanguita and Siaton along the route of the present National Road. A horse trail (Id. herradura: horseshoe) was indicated between Siaton and Bawayan (the present Tolong).[53]

Maps in the provincial engineer's office at Dumaguete were examined to study the development of roads in southern Negros. A 1936 map showed a second class road between Siaton and Zamboanguita while the latter was connected to Dumaguete by a first class highway. In this year the road from Siaton to Tolong was shown as segments of a second class and proposed highway. In 1939 the first class road had been extended only a

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[52]Spencer, op. cit., p.77.

[53]José Algué, S.J., Atlas de Filipinas: Colección de 30 Mapas Trabajados por Delineantes Filipinos Bajo la Dirección Algué. Manila, 1899. Edited by Henry S. Pritchett. Special Publication No. 3. Washington, D.C. Treasury Department (U. S. Coast and Geodetic Survey), United States Printing Office, 1900, Map No. 21. No pagination.

few miles west of Zamboanguita poblacion. By 1948 the first class road reached Siaton poblacion. In 1951 only a second class road connected Siaton and Tolong. 491

Informants living in Siaton said that the busses from Dumaguete terminated at Zamboanguita until 1928; they did not continue to Siaton because of poor roads. 494 A resident of Siaton poblacion reported:

> Before 1928 there were a few autos which came to Siaton but only for the use of the wealthy. Maybe they came as early as 1924. But regular busses did not start until 1928 and then the schedules were not as regular as today. Of course, there was practically no travel for autos or trucks during the rainy season.

The chief clerk of the provincial engineer's office, who has held this position for nearly three decades, said on April, 1930, the first busses from Dumaguete reached Barrio San Francisco (then known as Manalongan), now in Sta. Catalina municipality. It seems, therefore, that the first effective bus facilities between Siaton and the provincial capital were established around 1930. Dumaguete has been accessible to the barriofolk by bus for about twenty years. Improved transportation facilities changed the distribution of population in Siaton municipality.

The Traffic Flow map of Negros Oriental illustrates the annual average daily flow of commercial, 484 489

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Dumaguete or Dumaguete and Sibulan is animal-drawn carts that take firewood to be sold in the capital. For example, in 1952 the 24-hour traffic between Dumaguete and the northern boundary of the city (to Sibulan municipality) consisted of 2,635 vehicles of which 16 per cent were commercial and 70 per cent animal-drawn. The thick traffic flow line between Bais and Dumaguete reflects the constant trucking of copra to the port for shipment. The Traffic Flow map clearly records the economic "pull" of Dumaguete: literally, all roads lead to the provincial capital.[56]

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The National Road from Dumaguete to Siaton poblacion (named on the official maps as the Dumaguete South Road) is classified as a first class road, although

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[56]Private vehicles (automobiles) make up the difference between the sum of commercial and animal-drawn vehicles and 100 per cent. It was not until 1948, through the cooperation of the U. S. Bureau of Public Roads, that a traffic counting program was started in the Philippines. "The control and coverage stations have been selected and established at the different strategic sections of the country's highway network. These are operated by actual manual count on a continuing cyclical basis--the control stations four times or cycles a year and the coverage stations two cycles a year, coinciding with the schedules of the control stations during the first and third cycles. The control stations are operated 17 days of a 8-hour duration per cycle and arranged in such a way that when completed we have representatives of one-24-hour Sunday traffic, one 24-hour Saturday traffic, one weekday 24-hour traffic (Wednesday), and 16-hour traffic (from 8 a.m. to 12 midnight) for the remaining four weekdays." The margin of error is estimated at 10 per cent. A personal communication to the writer from Rodolfo Maslog, Programming and Planning Engineer, Bureau of Public Works, Manila, June 13, 1952.

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most of it better fits the second class description, 491
(See footnote No. 56, Page 79.) The road, however, is usually passable during the normal rainy season. The highway from Dumaguete to Bacong poblacion is asphalt emulsion macadam; from here to Tolong it is a dirt-surfaced coral rock bed highway. All the bridges from Dumaguete to Siaton were rebuilt by 1953. Many of the war-damaged bridges between Siaton and Tolong, however, were not rebuilt by 1951.

Normally two busses originate and terminate 494
daily in Siaton poblacion. One bus leaves about six in the morning for Dumaguete while the other leaves the city for Siaton about the same time. In mid-afternoon the former bus returns to Siaton while the latter returns to the city. There is no bus service during the night. There are other busses coming from the west and east which one may ride if there are seats. Particularly those coming from Tolong or Sta. Catalina reach Siaton poblacion filled to capacity. In 1951 eight busses operated out of Tolong, four making a daily trip to Dumaguete and four returning from the city to Tolong. The 70-mile trip from Tolong to Dumaguete takes about eight hours.

Another rather important means of transportation is the "cargo trucks," normally operated by Dumaguete Chinese merchants to pick up copra or abaca in the poblacions and barrios in southern Negros. As one

Table VI by the percentages of commercial (which also includes "cargo" trucks), private automobiles, and animal-drawn carts. The larger percentage of animal-drawn vehicles between Bacong and Dumaguete are the carts of the firewood sellers and the tartanillas--the "local taxis."

TABLE VI

Percentages of Annual Average Daily Traffic Flow

Negros Oriental, 1952

Between	Vehicles		
	Commercial	Private	Animal-Drawn
Tolong - Siaton	90	6	4
Siaton - Zamboanguita	94	6	0
Zamboanguita - Dauin	88	12	0
Dauin - Bacong	89	11	0
Bacong - Dumaguete	48	7	45

The traffic flow statistics of the Siaton toll bridge shown in Table VII[1] include both east and west traffic. These figures do not include vehicles coming from Dumaguete that terminate at Siaton poblacion. The termination points for most of the commercial traffic west of Siaton are either Sta. Catalina or Tolong; the latter is the busiest commercial center in southern Negros. Though vehicular travel does not decrease during the southwest monsoon as much as one might expect on a second class road, the rains do depress the traffic flow.[59] During the peak of the rainy season

[59] In 1951 there were about 50 unbridged creeks or fairly good-sized rivers crossed by the road between Siaton and Tolong. During the rainy season the bus driver stops at an unbridged river, wraps the engine and then the outside hood with gunny sacks, and tries to cross the river before the engine floods. Sometimes the bus stalls in the middle of the river and the passengers must push it across. I have ridden in busses which forded rivers so deep that the water ran across the floorboards.

The Philippines Air Lines (PAL),[85] the largest domestic operator, carries between 240,000 and 300,000 passengers per year in its domestic service.[60] Interisland vessels stop daily at Dumaguete where ocean-going ships also load copra. Bais and San Carlos have facilities for ocean liners. The most important port in Negros Occidental is Pulupandan where the ships plying between Manila and Iloilo usually dock. Ocean-going steamers call at Pulupandan and Escalante to load sugar. Sailboats carry goods and passengers between Manapla and Ajuy, Iloilo.[61] Foreign vessels load lumber from Fabrica at Sagay and medium-size interisland steamers dock at Banago pier in Bacolod.[62]

The roads of Negros are vital arteries of cultural change. In Negros, Dumaguete and Bacolod are the major mobilization centers of western culture. In these cities are concentrated the hospitals, high schools and universities, the magic of the cinema, magazine and book shops, stores crowded with merchandise unavailable in rural areas. South of Dumaguete in 1951 there was only one physician and no dentist. In the provincial capital barriofolk may see new automobiles, and crews from French or Norwegian ships, listen

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[60] Spencer, op. cit., p.254.

[61] Carlos L. Locsin and Filomeno T. Tabayoyong, Soils of the Victorias Milling District: A Handbook for the Planters of the District. Bacolod, Negros, Nalco Press, 1953, p.14.

[62] Alicante and others, op. cit., p.12.

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to the latest news on the radio or jukebox records, visit the United States Information Services library where free pictures are shown, hear the newest political rumors, or visit their children who have begun a new life with electricity, flush toilets and monthly salaries. The closer to Dumaguete, the better are a child's chances of longer life and a more adequate education. Children in the vicinity of the capital cities, for example, have no problem of paying for room and board while they attend high school.

One major problem in the Philippines is to extend beyond these few urban centers the nation's medical facilities, educational opportunities, and mass communication media which normally are not available to barriofolk. As one leaves Dumaguete and travels toward Caticugan, high school education and the basic medicines of the drugstore become more remote, electricity and medical services disappear, newspapers and magazines become rarer, and different outlooks and desires widen the gap between the barriofolk and their urban cousins. This limited spread of Twentieth-century technology and attitudes decreases arithmetical for the barrios along the National Road from Dumaguete to Siaton. The diminution is geometrical as one goes north of the National Road toward the barrios in the Siaton River valley. New roads open new land and new cultural horizons.

trees. The new unpainted wooden residence of the parish priest is near the church. The plaza of Siaton is unimproved except for a circle of cement used for fiesta dances, now covered with pungent copra, and a basketball court. Across the street from the plaza is a small wooden building which houses the telegraph and postoffice and offices of the municipal agricultural agent and the government midwife. To the rear of the postoffice building is a neat wooden Protestant church.

The new elementary school is the pride of the community and the center for social gatherings--functions usurped from the church. There are three painted wooden buildings, but the other structures are temporary classrooms of bamboo and nipa. The schoolyard is covered with a green lawn and there are cement paths lined with oleander and small shrubs. By the domestic science building is a struggling rose garden which every "progressive" school must have. Across the street from the school buildings are several sari-sari stores which cater to the appetites of the school children. Farther west a new concrete bridge spans the wide, shallow (in the dry season) Siaton River. Overlooking the bridge is Pangligiran hill where Don Antoy, a legendary supernatural, lives in a grand palace of marble and gold, invisible to ordinary humans.

The houses of the poblacion are similar to those seen along the National Road. However, there are some white wooden houses where local officials live. To the